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HSQE Briefing
July 2018

Think Safe, Act Safe and Be Safe

Our Safety Vision:

- Our vision of “preventing harm to all” is at the centre of our Safety Strategy and is synonymous with our commitment to resourcing and working safely.

- We believe that our vision can be achieved if we all develop a safe mind-set, plan our tasks correctly and actively seek ways to prevent incidents. We also believe that behaving in a safe way will also lead to zero accidents. We have devised a set of rules that underpins our vision and are consistent with our mantra. **Think safe, act safe and be safe!**

Resourcing Safely

Think Safe, Act Safe and Be Safe

Resourcing Safely

In this edition:

- Manual Handling – DO NOT LIFT METAL SLEEPERS BY HAND
- RRV MEWP Runaway – Brake failure
- Possession Problems – P.L.B.s put out in the wrong location
- Balfour Beatty Tildorn Lamps at S&C
- Health food Cannabis oil – Medicine and Drugs / Alcohol tests
- De-Veg Restrictions over the summer

Action required:

After reading this briefing, you are required to respond, please click **"I have read and understood"** or email lmillard@resourcing-solutions.com with acknowledgement and any questions/suggestions

Safety Advice

Action required following a serious incident

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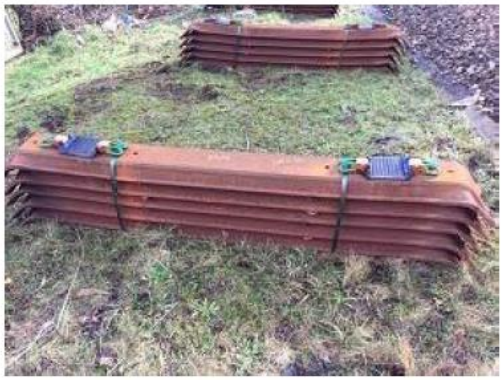
Manual handling of steel sleepers

Issued to:	**All Network Rail line managers, safety professionals and RISQS registered contractors**
Ref:	NRA 18/10
Date of issue:	09/07/2018
Location:	National
Contact:	Mike Carey, Head of Ergonomics, STE



Overview

Following a previous accident, ORR issued an Improvement Notice requiring a risk assessment of the tasks involved in moving and fine alignment of steel sleepers. This was communicated in safety bulletin NRB 18/07.

Steel sleepers weigh over 80kg each and the weight is increased when supplied with chairs attached (88kg with fast clip chairs attached).

Risk assessments have been carried out as part of the response to the enforcement action by Wales Works Delivery with support from the STE Ergonomics Team.

The final results of the risk assessments will be communicated separately, however there are some important immediate actions required where steel sleepers are used which are detailed below.

These actions shall remain in force until alternatives are proven to be safe and are communicated in an update to this Safety Advice.

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Immediate action required

1. It is prohibited to lift and carry steel sleepers by manual means, apart from fine alignment as described in the text in the right-hand panel.
2. Mechanical means must be used to lift, move and position steel sleepers. Suitable mechanical means are listed in bullet 3 below.
3. Specific machines exist that are designed to lift and place steel sleepers (e.g. from GOS and McCulloch) which should reduce any manual handling to a minimum. If these are not available, an RRV or other mechanical lifting device should be used.

Manual handling may be used for re-positioning the sleepers only over short distances (fine alignment). This requires a four-person co-ordinated team lift with lifting tongs.

Nips designed for concrete sleepers must be used for this task (iStore ref: 0039/068275 or 0039/069333). The existing steel sleeper tongs do not support an upright two-handed posture when lifting and are therefore prohibited from use for this task.

There is currently no safe method for lifting a sleeper off a trolley and this task is therefore prohibited.

Alternative methods or tools for lifting sleepers may only be used if supported by a suitable and sufficient risk assessment.

Copies of Safety Advice are available on Safety Central.

Part of our group of Safety Bulletins

Safety Alert | Safety Bulletin | Safety Advice | Shared Learning

Safety Advice

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Road Rail Vehicle runaway

Issued to:	**All Network Rail line managers, safety professionals and RISQS registered contractors**
Ref:	NRA 18/09
Date of issue:	22/06/2018
Location:	Bradford
Contact:	Ian Morgan, Principal Engineer

Overview

At 02:00 on 8 June at Bradford Interchange, a Genie Z60 Mobile Elevating Work Platform (MEWP) (Type 9b), ran away for approximately 340 metres whilst in the process of being on-tracked, coming to a stand of its own accord in platform 1 at Bradford Interchange station.

While no collision occurred and no injuries were sustained as a result, several staff were alerted by the operator and machine controller and had to move clear of the uncontrolled movement.

RAIB are currently investigating along with the plant owner.

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Immediate action required

- Genie Z60 Type 9b machines shall have the frequency for parking brake brought forward to 3-monthly intervals. This shall remain in place until advised otherwise by the Network Rail's Professional Head of Plant.
- The preferred method of testing should be torque testing using the OEM approved method and correct measurement equipment. This shall be completed by a competent fitter and records fed back to Network Rail's Professional Head of Plant via the 'Contact' above.
- All Operators, Machine Controllers and POS representatives shall be re-briefed on the correct on/off-tracking procedures.
- All Operators, Machine Controllers and POS representatives shall be re-briefed on the correct completion of pre-start and functional checks, in particular of the service and park brakes.
- Plant owners should target assurance activity on the thoroughness of pre-start checks and completion of relevant documentation (this may be possible through the POS Reps).
- Plant operations that are undertaken in areas where gradients are present shall have a suitable risk assessment for managing that risk, and have a detailed recovery plan for failed OTP.

Copies of Safety Advice are available on Safety Central.

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Protection of Possession Support Staff & Possession Irregularities

Issued to:	All Operational Frontline Possession Staff & Planners
Ref:	*NSL/OPS/001*
Date of issue:	*03/04/18*
Location:	*National Issue*
Contact:	*simon.wilkinson@networkrail.co.uk*

Overview

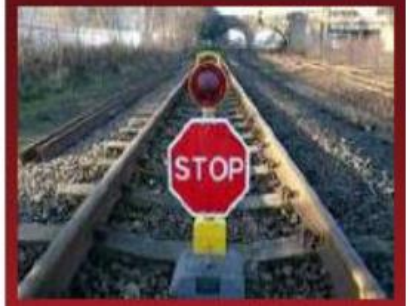
There have been a significant number of possession irregularities in recent months, with possession limit boards or detonators being either placed on the wrong line or in the wrong location.

This potentially puts staff and / or contractors at risk of serious harm or injury. Investigations into previous incidents have identified the following contributing factors:

- Poor planning & communications
- Lack of route knowledge
- Inadequate briefings and changes to planned work.

At the PICOP meeting the Person In Charge Of the Possession must:

- Provide details of the possession limits, train movements, worksites and any associated isolations.
- Agree the people and equipment needed to manage the possession arrangements.



Discussion Points

- *Robust planning prior to the possession is paramount.*
- *A well-structured PICOP meeting is critical to the success of the possession. Many of the interfaces may be outside the control of a PICOP. However, understanding what the "other" arrangements are will assist all parties in safely planning their works.*

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- Make sure there are suitable means of communication available to allow you to speak with all those involved in the possession, e.g. the Signaller, Engineering Supervisors, Possession Support Staff (PSS), and the Emergency Services.
- Make sure that the PSS are fully briefed before the possession and they understand their duties. The PICOP also needs to make sure they brief the PSS how they will be protected while placing the detonator protection.
- Make sure that all PSS are in receipt of all relevant paperwork. This includes the possession pack which contains track diagrams detailing the protection arrangements as per NR/L3/OPS/303.
- Instruct the PSS *NOT TO* go on or near the line until they have received permission from the PICOP (and if keying a signal, the Signaller), but in both cases always after receiving confirmation that the protecting signal(s) are at danger in accordance with GE/RT8000 Rule Book/ NR/L2/OHS/019.
- Apply the hierarchy of control for operational risk (NR/L2/OHS/019 Table 2) where there is a requirement to go on or near the line outside of the protecting signals

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- *Remember: Track diagrams do not necessarily relate exact distances to track layouts and features in complex geographical areas.*
- *Comprehensive communication of all aspects of possession management is paramount.*

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Balfour Beatty | THE GREATER WEST | NetworkRail

The Greater West - Wales Electrification

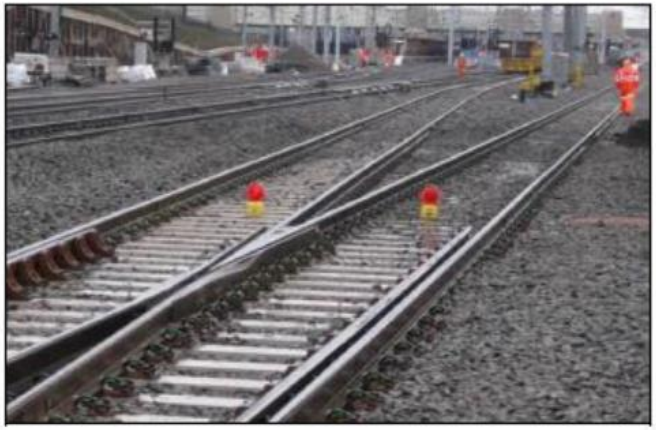
Safety, Health & Environmental Bulletin

Number 043 May 2018

On Track Plant Movements Around Points

Following a growing number of points related incidents, please be aware of the following measures to be implemented **with immediate effect**.

All points which could be potentially travelled through by Balfour Beatty On Track Plant (OTP) or suppliers OTP working on behalf of Balfour Beatty **must be protected** by Til Dawn lamps (TDL). This extends to any points which are planned to be travelled over, even if they are not planned to be moved.



Furthermore, any Machine Controllers (MC) or Crane Controllers (CC) who:

- Fail to **walk in front** of their designated OTP during rail movements.
- Fail to **inspect all points** prior to travelling over them, ensuring they are set in the correct position.
- Or fail to follow the **Til Dawn lamp process**.

Will be issued with a project **Red Card**. This will result in the individual being immediately removed from site and potentially permanently removed from the project pending a full investigation.

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Authorised By:	Mark Walsh	H&S Specialist

ZERO HARM

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CBD Oil and Its Significance in Drug Testing

Technical Bulletin

An increasing number of health food stores are promoting CBD (cannabidiol) oil as a food supplement.

In this document we aim to illustrate that the consumption of CBD oil purchased from a reputable source in the UK and used in the recommended dosage is highly unlikely to result in a positive cannabis test.

Cannabidiol (CBD) oil is derived from the cannabis plant and is one of many cannabinoids present. Different strains of the cannabis plant (cannabis sativa) contain varying amounts of the psychoactive component tetrahydrocannabinol (THC). Cannabis grown for illicit drug use contains high levels of THC. CBD does not have the psychoactive effect of THC and is thought to reduce some of its psychotic effects.

Hemp

Hemp is a strain of the cannabis plant grown for industrial uses such as foods, oils, textiles and ropes etc. Hemp contains little or no THC. It is this strain of plant that is used for production of CBD oil. Hemp plants grown under Home Office licence must contain less than 0.2% THC[1] and consequently any CBD oil extracted from the plant will have little or no THC present.

Drug Tests

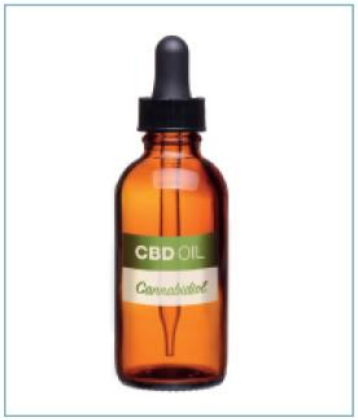
Cannabis screening tests target the psychoactive component THC and its metabolite 11-Δ9 –THC carboxylic acid (THC-COOH). The screening tests have little or no cross-reactivity to CBD and consequently it is highly unlikely that a sample from a donor that has consumed only CBD oil from a UK health food store in a quantity consistent with recommended dosage guidelines would test anything other than negative.

As with all drug testing, if a sample screens non-negative, further confirmation analysis is necessary before the result can be considered legally defensible. The concentration of THC required in order for a laboratory confirmation test to be positive for THC is highly unlikely to be exceeded given the low level of THC in CBD oil products.

Reference

1. http://www.emcdda.europa.eu/system/files/publications/4135/TD0217210ENN.pdf/

Cannabis plant



Cannabidiol (CBD)

Update: 11th May 2018

Network Rail position statement regarding Jo Johnson, Rail Minister's suspension of *"all felling during the current nesting season, except where safety critical"*

Network Rail undertakes vegetation control to enable the operation of a safe and efficiently performing railway. Those plans should continue, in accordance with Network Rail's Standards and as set out below, which is in line with the recent instruction from the Rail Minister that all tree clearance activities in England and Wales must cease unless permitted by the guidance within this document.

Where work is continued as part of this instruction Network Rail will be required to maintain a count of the trees removed during works. Network Rail has also committed to undertake additional assurance to support this instruction.

Definitions have been derived from forestry legislation relating to felling licences and NR internal standard for vegetation management (NR/L2/OTK/5201). Current nesting season is defined in NR guidance as 1st March to 31st August.

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Management scenario	Minimum activity necessary to maintain safe operations			
	Fell trees	Selective thin trees <50%	Remove trees	Lopping, topping, pruning, pollarding
	>10cm dbh	<10cm dbh only	<8cm dbh only	All sizes.
Safety critical tree hazard / condition				
Category 5, 6 and 7 trees		n/a	n/a	
Category 1, 2, 3 and 4 trees		n/a	n/a	
Safety critical due to vegetation affecting railway infrastructure and operations				
Leaf fall / known adhesion problem sites				
Within 300mm of overhead line equipment				
Blocked signal sighting				
Blocked operational sign sighting				
Blocked level crossing sighting				
Branches contacting with trains				
Construction activities				
Clearance for fencing work				
Inspection of structures / earthworks				

	Activities as defined can proceed following breeding bird surveys and all other required environmental checks
	Activities should normally be planned to take place outside of nesting season. If activities must take place, only those highlighted can take place following breeding bird surveys and all other required environmental checks. Work shall be the minimum necessary during the nesting season.
	Felling activities shall not take place between 1st March and 31st August

Notes

- ***Category 1, 2,3, 4, 5, 6 or 7 trees*** – defined using NR/L3/TRK/003/TEF3077 'Tree Hazard: Risk Evaluation and Treatment System'; modelled tree risk assessments (e.g. POLESTORM, FAILSAFE) require use of TEF3077 to confirm Category 5, 6 or 7 before safety critical tree removal.
- ***Selective thin (<50%)*** – removal of up to 50% of stems <10cm dbh within an area of woodland. If used in leaf fall risk areas, number of leaves capable of causing issues will be reduced.
- ***dbh*** – diameter of tree measured at 1.3m up the trunk [diameter at breast height]
- ***Breeding bird surveys*** – forms and guidance available on Safety Central (Biodiversity)
- ***Environmental checks*** – if required framework ecological consultants contact details are available on Safety Central (Biodiversity)

Content approved by:

11/5/18

Dr. Neil Strong, Head of Lineside

Approved for publication by:

11/5/18

John Edgley, Chief Track & Lineside Engineer

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Network Rail share updates of recent incident, accidents and best practice advice online.
Please get into the habit of checking this website for the latest news;

https://safety.networkrail.co.uk/tools-resources/safety-bulletins/

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